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THE HONGKONG DISPENSARY  
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Hongkong, 14th October, 1907.

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## NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to The Editor.

Correspondents must forward their names and addresses with communications addressed to The Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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P. O. Box, 34. Telephone No. 12.

DEATH.  
At Canton, ALFRED HAYNES, infant son of Mr. and Mrs. H. Haynes, aged 14 months, deeply regretted.

[1083]

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.

LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 21st, 1907.

It is seldom that an accident, if it may be called an accident occurs involving so much loss of life and property as the fall during construction of the great railway bridge intended to cross the river St. Lawrence a few miles below Quebec. It is, however, to all appearance fortunate that the collapse occurred when it did, and was not postponed till a later period when more property would have been put into the work, and a larger number of workmen would have been engaged. The bridge was being erected from one side, no intermediate support being possible, and this was rendered practicable from the adoption of the cantilever system in its construction. The system is well known through the successful completion of the great Forth bridge across the Frith of Forth, and this has remained up to the present day the widest single span in the world, its width from the centres of the piers amounting to 1710 feet. Apparently as a mere *tour de force* to exceed this, and so take the record across the Atlantic the St. Lawrence bridge was fixed at 1890. Qwing to the depth of the river, and the necessity of avoiding ice pressure there was probably not much margin to spare, but a section of the banks at both sides would seem to

indicate that an advance of the piers at each side of some 50 feet towards the centre could have been effected without practically increasing the danger from ice shoves, and a saving of one panel in the length of the overhang at each side would possibly have averted the disaster. A few comparisons with the Forth Bridge are interesting as showing the recklessness of this latest piece of American engineering. In the Forth bridge the chief compression members are formed of heavy tubes 12½ feet in diameter; in the attempted Quebec bridge, the compression members, when the bridge failed, are of laminated steel plates 5½ feet deep, and 4½ feet wide, and the overhang was some 750 feet, the two struts being about 67 feet apart. When the bridge would have been finished the overhang at each side would have been 562 feet, and across the gap of 675 feet between the two ends was to have been placed an enormous centre girder weighing, when complete, between 3,500 and 4,000 tons. We may reduce these measures to one fiftieth, and see what this meant. We would then have a bracket projecting from the point of springing 11½ feet, supported by two arched trusses 1½ inches by 1 inch not of solid steel but of several laminated strips of about the thickness of ordinary writing paper; moreover these two trusses were just 1.4 inches apart, were tied by light girders together at intervals of 18 inches, but otherwise had no side bracing to prevent them from warping; on the end then of this was to be suspended a dead weight of half a hundred, and moreover from time to time, but many times a day, a moving weight of 20 to 25 lbs. was to traverse the entire backwards and forwards; with this we can have some idea of the structure. The steel in the Forth bridge was equal to a strain of 34 to 37 tons per square inch; that used at Quebec was only equal to 28, or nearly 20 per cent. weaker. The steel in the Forth bridge would never have to bear more than 7½ tons per square inch; on the other hand the calculated strain on the Quebec bridge amounted to 14½ tons, or half its ultimate strength; while at the time of the collapse, but before the full strain was actually imposed, the strain seems to have amounted to 8 tons per square inch.

It is plain then that notwithstanding the hazardous approach to the ultimate strength, designed to have been only 50 per cent. of the actual crushing weight, as against the 80 per cent. margin insisted on in English work, the collapse was not due to actual crushing, but arose from a no less plain cause; which is moreover familiar to every engineer of standing, and should have been equally apparent to the engineers of the Phoenix Bridge Company of Pennsylvania, who were entrusted with the work. Every one knows that although a pillar may have sufficient sectional area to bear heavy weight placed on it vertically if, say, six feet long, a pillar with exactly the same sectional area if made twelve feet long without bracing will only support a small fraction of the same weight, owing to its greater liability to warp. This was the important factor that was left quite out of the count by the engineers for the bridge. It is difficult to believe that the manufacturers could have taken the precaution to have had an actual model of the work carefully made to scale, or the inadequacy of the bracing would have at once struck the eye of any skilled designer. We have attempted to exhibit the insufficiency of the stayings by references to figures, an actual model would have emphasised the defects. The fall of the Tay bridge many years ago drew the attention of English engineers to the necessity of taking thought of these out of the ordinary strains to which large structures are at all times liable; and one of the results of the lesson is seen in the great Forth bridge. It may be that that structure has been made in excess of the actual requirements of the case. The margin of 1 to 5 may not always be required, and the larger the structure, the less proportionate allowance may reasonably be made for emergencies; but on the other hand no engineer is entitled to consider that he will be justified in ignoring emergencies. This, however, there is too much reason to believe is the ordinary practice of the American engineer. However successfully it may have been concealed, the truth will in the long run out, and the Quebec disaster is probably not the last of which we shall hear, all proceeding from the same evil habit. It is more difficult to account for the defective designs having been passed by the consulting engineer to the syndicate at whose expense the bridge was being put up; but in this respect too, American practice differs much from the worse from English. In England the engineer is always held responsible for errors of judgment, if he have not

in the first instance have had actually to design the work. In America the practice is too much to ignore the consulting engineer and go in the first instance to the contractor. The contractor has every incentive to reduce the expense of the work to the uttermost, and the temptation is strong to cut things below the margin of safety; in the present case the temptation was more than doubled by the desire to outstrip the Britisher. It was the biggest thing that had ever been done, and the desire was strong to go beyond the Britisher in his own particular line. To build the biggest span in the world, and do it with an economy of steel such as the slow-going Englishman would never think of, was to be the triumph of the Phoenix Company; but one thing was forgotten, and that was safety. True safety in America is a matter of little consequence, but even it may be strained, and the loss of half a million dollars at least is a poor compensation for an unwise ambition.

There was still another plague case—the 22nd—on Saturday.

The Gazette notifies that quarantine restrictions imposed upon arrivals from Hongkong at Amoy, Shanghai and Bangkok have been removed.

It is reported that the Water Police have arrested nine men suspected of being concerned in the piracy of the cargo boat *Mui Wo* which occurred between Macao and Hongkong on the 30th ultimo under circumstances already reported in these columns.

It is reported that Sir Henry Berkely, K.C., has been retained for the defence of William Hall Adsett, who appears before His Honour Mr. Justice Wise and a special jury at the Supreme Court this morning, charged with the wilful murder of Gartrude Dayton.

The Military Authorities notify that field will be carried out on the slopes of Beacon Hill in a north-westerly direction between 8 a.m. and 1 p.m. on the 19th and 25th instant, and from Custom's Pass in a westerly direction towards Kauking Peak on the 21st, 22nd, 23rd and 24th and 25th instant.

Mr. Colas "Sergeant Blue" had a thoroughly appreciative audience at the Theatre on Saturday night, and kept even his colleagues on the stage laughing. Miss Lait and Miss Corless received floral tributes to their excellent performances. The audience was unusually demonstrative for Hongkong, and not a single "turn" failed to get its share of applause.

It is plain then that notwithstanding the hazardous approach to the ultimate strength, designed to have been only 50 per cent. of the actual crushing weight, as against the 80 per cent. margin insisted on in English work, the collapse was not due to actual crushing, but arose from a no less plain cause; which is moreover familiar to every engineer of standing, and should have been equally apparent to the engineers of the Phoenix Bridge Company of Pennsylvania, who were entrusted with the work.

The audience was unusually demonstrative for Hongkong, and not a single "turn" failed to get its share of applause.

Ten Chinese were placed before Mr. C. D. Melbourne at the Police Court on Saturday, charged with behaving in a disorderly manner, with shouting and noise, and were sent to the Gaol. The Chinese were part of a gang of natives who gathered outside the Yaumati Police Station when a woman was arrested, and because they were prevented from entering the charge room proceeded to stone the building. A squad of officers immediately charged the lawbreakers, the result being the arrest of ten. His Worship, on the evidence, held the offence proved and fined each of the defendants \$2.

On Friday night a number of leading Chinese citizens entertained H. E. Wu Ting-fang, Chinese Minister to the United States of America, at a farewell dinner at one of the leading native hotels at Shiektontsi. In the course of the dinner, His Excellency in addressing the gathering pointed out the goal of Chinese diplomacy in her international relations, reminding his hearers of the duties that devolved on all loyal patriots and faithful citizens irrespective of differences in rank or condition. To be open to all that is good and worthy in the influences and opportunities of the new era; to do what is possible to bring and to keep China in line with the more advanced nations; to aid her progress which, from this time onward, should be steady, rational, and secure, is the privilege of all who seek by right means to accomplish the highest well-being of the nation.

Before Commander Basil H. Taylor, R.N., Marine Magistrate, at the Marine Magistrate's Court on Saturday an inquiry was held into the conduct of Coxswain Sung Pang of the Godown Company's steam launch *Curlew* in the harbour on the 12th instant. The inquiry was called in consequence of a letter the Harbour Master received from Mr. J. W. Robertson, a superintendent engineer of the Hongkong and Kowloon Wharf and Godown Co. Ltd. N. A. Beltram bore witness to the effect that on the afternoon of the 12th instant he noticed one of the deck hands at the wheel of the *Curlew* instead of the coxswain. When he asked this man where the coxswain was the reply was "Asleep aft." Witness then called the coxswain, and asked why he was not at his post? "I'm sleepy" said the master, and returning aft, went to sleep again. To his Worship the coxswain said he fell asleep while waiting for cargo alongside a Norwegian steamer. As this defense did not satisfy the Magistrate he cancelled the coxswain's certificate.

"In the First Watch," is the title of a book by Mr. James Dalziel which is appearing in Uwin's Colonial Library. In it are depicted scenes from the lives of marine engineers, mainly in the East. The stories range from comedy to tragedy, from a mistake made by two engineers which resulted in their flinging their own ship and becoming a general laughing-stock, to the fate of a blockade runner sent to be sunk by the Japanese off Port Arthur. The stories are written with first hand knowledge of the life described, and a simple, direct, style adds to their forcible ness.

## TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE

THE ENGLISH  
BILLIARD CHAMPION.

SHANGHAI, October 20th.

Mr. Stevenson is returning to Hongkong by the German mail. He was "huffy" because he was unfeted locally, and cancelled his engagement.

## EXPLOSION ON OIL STEAMER.

SINGAPORE, October 20th.

An explosion took place on the oil steamer "Pocahontas." Mr. Webb, (Lloyd's surveyor), Mr. Kitching (surveyor to the British Corporation), Captain Cox, and a Chinaman were seriously burned.

[REUTER'S SERVICE.]

## THE PRICE OF WHEAT.

LONDON, October 17th.

Wheat yesterday reached 40/- per quarter in several of the provincial markets.

THE INTERNATIONAL  
ANTI-STRIKE CONFERENCE.

LONDON, October 17th.

The International Shipping Conference in London has decided to form an international Committee to arrange plans for mutual defence and cooperation against strikes in the future.

THE TRANS-ATLANTIC  
MARCONIGRAPH.

LONDON, October 20th.

Signor Marconi yesterday morning announced that the wireless service between England and Wales had opened, and two London Evening Papers published short telegrams from America, headed *By wireless*.

## THE UNITED STATES.

LONDON, October 20th.

The New York anti-governmental paper *The Sun* has published an alarmist article in which it says that the chief reason for sending the fleet to the Pacific is to prepare for war with Japan.

## FAILURES.

LONDON, October 20th.

The unfavourable condition of the copper market in New York has led to the suspension of Otto Heinz & Co., the failure of a leading Stock Exchange firm, and the suspension of the State Savings Bank in Butte, Montana.

## THE COPPER KING.

LONDON, October 20th.

The Copper King, Augustus Heinz, has resigned the Presidency of the Mercantile National Bank.

THE FAILURE OF HALLER  
SÖHNE & CO.

LONDON, October 20th.

The failure of Messrs. Haller Söhne, the oldest established Hamburg bank is attributed to copper.

## THE VOLUNTEER CAMP.

On Saturday Hongkong Volunteers commenced at Stonecutters Bay, and will continue for a fortnight. Major Chapman, V.D., is in command, and the others attending are Major Macdonald, Captain Armstrong, Skinner, Wood, Crake, Nicholson and Lamont, Lieutenants Northcote, Scott, Wolfe, Plummer, Gibney, Kennett, and Blood, and Surgeon-Lieutenant Hartley. On Sunday there were 160 of all ranks in camp. When the Volunteers attended at the camp on Saturday they found that a party under the energetic corps sergeant-major had already pitched the tents, and there was but the usual "straightening up" to be done. At the final parade on Saturday the men were put through physical drill and many found it fairly tough work. The engineers were kept busy completing the installation of a system for lighting the entire camp with electric light. Each tent has a separate, and several big arc lights illuminate the ground. A church parade was held on Sunday morning when the Rev. G. Seal, chaplain to the forces, preached an appropriate sermon. The engineering company were put through musketry in the afternoon. There were many visitors to the camp on Sunday afternoon.

## EVOLUTION OF HONGKONG.

Written for the Hongkong Daily Press.]

(Continued from last Monday.)

IV.

It is neither necessary nor interesting to recount the story of the intercourse of the East India Company at Canton during the later years of the eighteenth century, and the first quarter of the nineteenth, further than to remark that it had lost the confidence of all, whether disciples of the coming school of Free Trade, or men simply anxious for the good name of their country.

Under its original Charter the East India Company had been granted a monopoly of British trade in Eastern seas. As the operations of the Company became more extensive, and commerce grew, it became necessary from time to time to define the rights of the Company in relation to private traders generally. It was gradually established that no British subject was entitled to land in China except under passport granted by the Directors; and that no British ship could participate in the trade except under special license from the Company, which license was liable to be withdrawn without notice at the discretion of the Select Committee at Canton, which had furthermore power to deport any British subject who contravened in any way its regulations. So jealous was the Company of its prerogative that practically these passports were only granted to a few private friends of the Directors at long intervals, and their holders were held to be private guests and were maintained at the general expense. Opium and some other commodities were conveyed to the coast of China in private ships, then denominated "country ships," but these vessels though private were strictly under the command of the Select Committee who had the power of cancelling their licenses and compelling them to depart.

But if the authority of the Committee were thus complete over all vessels carrying the British flag, it had from the nature of the case no control of any sort over foreign vessels; and this was more especially galling in the case of the Portuguese, Spaniards, and Dutch, whose intercourse was of older date than the Company, and who had their own understandings with the Chinese officials. Later other countries such as France and Denmark entered into the trade, and could not be excluded. They, however, generally worked with the Select Committee, and interfered little with the course of trade. It was naturally a different thing when after the declaration of Independence the United States sent their ships to take part in the trade, and a good deal of friction at the beginning naturally arose.

In 1813 the Charter of the Company expired, and in the growing desire in England for Reform of Parliament and the abolition of monopolies, it was with much trouble, and only on the condition that the political and mercantile interests of the East India Company should be separated, and that strict accounts of the latter should be annually published, that Parliament consented to an ad interim prolongation of the monopoly, but only for a term of twenty years. At home the same party that was agitating for the reform of Parliament was also strong advocate of freeing trade from the shackles of high protection, and the abandonment of monopolies of all sorts. It was undoubtedly growing in strength, and was rapidly absorbing the growing intellect of the country, so that it was evident to all thinking minds that a change was imminent, and it was expedient that measures should be taken to prevent the change becoming explosive.

Although the East India Company struggled hard to maintain its monopoly of the trade of the Far East, the indications were clear that this would not be again extended, and that it would be wise to permit affairs to gradually take their course, in order to avoid a sudden disruption. Even before the expiry of their old charter in 1813 one or more British merchants had successfully evaded its provisions by taking out papers of foreign nationality, and in this it was notorious that they were booked up by parties in England high in power. This fact, and the publication of the accounts showing enormous profits from the trade had their natural effect in bringing others to the front. The earliest pioneer of British private trade seems to have been Mr. William Ingoldsby, who commenced his visits to China in 1802, but who did not become a regular resident till 1820. Next to him in point of time was Mr. Davidson, who, however, had become a naturalised Portuguese subject. After the renewal of the modified Charter, while the Company still had powers of repressing competition, but from prudential motives did not always care to press them to extremes, we find R. Ingoldsby representing Dent and Co. about 1828, and the brothers Matheson coming a few years later. The Mathesons were more worthy of note as they boldly and openly attacked the monopoly at its seat, and in 1827 started the first newspaper in China, a weekly sheet denominated the Canton Register, to disseminate the doctrines of Free Trade then beginning to make a stir in the world; and were particularly to the forces, preached an appropriate sermon. The engineering company were put through musketry in the afternoon. There were many visitors to the camp on Sunday afternoon.

To support the necessary establishment the three Superintendents to be appointed in pursuance of the act were to have power to levy dues on tonnage and ad valorem duty on goods conveyed in British ships, and in general, till full orders were granted, to exercise all rights and functions heretofore belonging to the office of the Company's Supracargoes. In pursuance of the act the three Superintendents named were Lord Napier of Merchiston, a captain in H.M. Navy, and Messrs. W. H. Pilkerton and J. F. Davis, two former members of the Company's Select Committee. On their departure Lord Palmerston, then His Majesty's Foreign Minister, gave them instructions, "to foster and protect the trade of His Majesty's subjects in China; to extend trade if possible to other ports in China; to induce the Chinese Government to enter into commercial relations with the British Government; and to seek with peculiar caution and circ

## LOCAL SPORT.

## CRICKET.

## H.K.C.C. v. UNITED SERVICES.

The match on Saturday between a Club team and a team selected from the United Services proved an interesting one, the result being a win for the Club by ten runs. Scores and analyses are:

HONGKONG CRICKET CLUB v. UNITED SERVICES.					
A. E. Lanning, o. Lewis, b. Stanger Leathers	4				
H. R. Makin, c. Lewis, b. Dogson	10				
A. E. Lanning, o. Lewis, b. Stanger Leathers	11				
W. Powell, b. Hunter	33				
H. Hancock, c and b. Dogson	5				
W. C. D. Turner, c. Taylor, b. Hunter	18				
Wm. Dixon, S. Scriven, b. Beasley	13				
R. O. Hutchinson, c. Mayhew, b. Bentley	2				
L. J. Wishart, l.b.w., b. Stanger Leathers	5				
S. Robinson, b. Stanger Leathers	1				
Extras	9				
Total	135				
UNITED SERVICES—1st Innings.					
Lient. Taylor, 119th, b. Dixon	11				
Capt. Mayhew, b. Peake	11				
Eng. Lt. Sharp, R.N., c. Powell, b. Dixon	21				
Lient. Dogson, R.N., b. Dixon	10				
Capt. Beasley, R.N., c. Taylor, b. Makin	23				
Maj. Chatty, 116th, runout	38				
Capt. Fletcher, R.N., b. Makin	6				
Lient. Lanning, b. Lanning, b. Makin	6				
Lient. Hunter, R.M.L.I., not out	2				
Lient. Scriven, R.N., b. Dixon	0				
Maj. Lewis, 116th, l.b.w., b. Dixon	3				
Extras	5				
Total	125				
BOWLING ANALYSIS.					
HONGKONG CRICKET CLUB—1st Innings.	O. M. R. W.				
Stanger Leathers	15	3	39	4	
Major Lewis	10	2	31	2	
Lient. Dogson	6	1	21	2	
Lient. Hunter	6	1	18	2	
Capt. Beasley	4	1	17	2	
UNITED SERVICES—1st Innings.					
O. M. R. W.					
A. W. J. Peake	12	1	32	1	
Wm. Dixon	12	1	47	5	
H. R. Makin	6	—	31	3	
R. O. Hutchinson	—	10	—		
Extras	4				
Total	125				
BOWLING ANALYSIS.					
MIDDLESEX v. POLICE.	O. M. R. W.				
Played at Happy Valley on Saturday and resulted in a win for the military men. Scores:—					
MIDDLESEX.					
Major Stephenson, b. Kerr	33				
Capt. Thorne, Edw. b. Edwards, b. Kerr	34				
Capt. Roberts, not out	67				
Pte. Barton, b. Kerr	—				
Capt. Miller, b. Kerr	0				
Cpl. Sharp, Ed. Rolfe, Lient. Macdonald, Pte. Clegg, Pte. Mills and Sgt. Harford did not bat.					
Extras	4				
Total	125				
BOWLING ANALYSIS.					
MIDDLESEX.	O. M. R. W. W.				
Lander, c. Thompson, b. Clegg	13				
Fowler, b. Macdonald, b. Sharp	2				
Edwards, c. Rolfe, b. Clegg	7				
Pitt, c. and b. Sharp	1				
P. P. J. Woelhouse, c. Rolfe, b. Sharp	9				
McHardy, a. Rolfe, b. Sharp	9				
Bell, b. Clegg	4				
Moody, b. Clegg	2				
Wright, b. Clegg, b. Sharp	5				
Kerr, b. Sharp	1				
Kerr, not out	1				
Extras	8				
Total	59				
BOWLING ANALYSIS.					
CIVIL SERVICE v. R.G.A.	O. M. R. W. W.				
The Civil Service won their match on Saturday afternoon at Happy Valley with the R.G.A. Scores:—					
CIVIL SERVICE.					
R. Witchell, c. Lamour, b. Longbottom	8				
E. Dawson, b. Longbottom	2				
F. T. Jackson, c. Torn, b. Longbottom	15				
P. R. Lamb, c. Longbottom	0				
A. Bayen, b. Longbottom	0				
H. T. Jackson, c. and b. Gladwell	4				
Dr. Atkinson, c. Gladwell, b. Thomas	0				
Lient. Brett, b. Thomas	1				
P. R. Adams, b. Thomas	0				
Pile, not out	24				
Bacon, run out	3				
Extras	6				
Total	73				
BOWLING ANALYSIS.					
MIDDLESEX.	O. M. R. W. W.				
Kerr	12	4	2	35	4
Irving	11	2	19	—	1
Moody	7	2	18	—	
Kent	5	1	19	—	
Lander	3	1	9	—	
Bell	3	—	11	—	
Fowler	3	—	15	—	
POLICE.					
POLICE.	O. M. R. W. W.				
Sharp	11	46	37	6	
Clegg	10	5	16	4	
Total	59				
CIVIL SERVICE v. R.G.A.					
The Civil Service won their match on Saturday afternoon at Happy Valley with the R.G.A. Scores:—					
CIVIL SERVICE.					
R. Witchell, c. Lamour, b. Longbottom	8				
E. Dawson, b. Longbottom	2				
F. T. Jackson, c. Torn, b. Longbottom	15				
P. R. Lamb, c. Longbottom	0				
A. Bayen, b. Longbottom	0				
H. T. Jackson, c. and b. Gladwell	4				
Dr. Atkinson, c. Gladwell, b. Thomas	0				
Lient. Brett, b. Thomas	1				
P. R. Adams, b. Thomas	0				
Pile, not out	24				
Bacon, run out	3				
Extras	6				
Total	73				
BOWLING ANALYSIS.					
CRAIGENGOWER v. DEPARTMENTAL CLUB.	O. M. R. W. W.				
Played on Saturday and resulted in a win for the latter by five runs. Scores:—					
DEPARTMENTAL CORPS.					
Capt. Renfrew, l.b.w. b Pestoni	2				
Capt. Renfrew, l.b.w. b Pestoni	6				
Woodrow, b. Pestoni	19				
Wharton b. Pestoni	0				
Sergt. Steele b. Pestoni	2				
Stanley b. Pestoni	2				
Shute b. Pestoni b. Brown	1				
Condr. O'Neill b. Brown	3				
Pilley not out	13				
Dixie Baba b. Evans	0				
Welch & Lummer b. Baba	2				
Summers	2				
Total	48				
BOWLING ANALYSIS.					
CRAIGENGOWER.	O. M. R. W. W.				
Witchell	10.1	1	22	7	
Brett	10	1	26	2	
Irwin	7	1	14	2	
Evans	2.4	0	10	2	
Total	50				
BOWLING ANALYSIS.					
CRAIGENGOWER.	O. M. R. W. W.				
T. D. Kinnaird c. Welch Shute	1				
A. O'Brien c. O'Neill	2				
G. Evans c. Welch Shute	2				
R. Pestoni l.b.w. b O'Neill	4				
J. W. Stewart c. and b. Shute	1				
E. Irving b. Steele	17				
K. Baba c. Wharton b. O'Neill	12				
L. A. Rose b. O'Neill	0				
R. B. Cooper c. and b. Shute	3				
A. E. Aspin not out	2				
Summers	1				
Total	43				
BOWLING ANALYSIS.					
RUGBY FOOTBALL.	O. M. R. W. W.				
A match was played on the Club ground at Happy Valley on Saturday afternoon between					

the Hongkong Football Club and a team representing the navy. The teams were:—Club—B. Johnson, A. A. Claxton F. C. Carroll, J. G. Lecky, W. J. Daniel, L. J. Wishart, and A. S. Kemphorne; F. C. Hall, R. G. Mauro, G. D. McIlraith, E. C. East, F. J. McGregor, C. B. Hayward, M. H. Logan, and Stanton Navy—Whittaker, Phillips, Mauro, Elmsley, Lloyd, Fleming (captain) and Turner; Isaacson, Rankin, Jago Roberts, Buckle, McCoy, Bibbins and Heathcote.

In the first half Carroll scored the first try which Daniel converted and half time arrived with score standing five-all in favour of the Club. Lecky opened the scoring in the second half and Daniel again converted but he failed to convert when McGregor scored. Towards the close the naval men improved and Turner scored. Neither team showed brilliant combination. It was too sultry for football. Score—Club 13 points; Navy 3.

## KOWLOON BOWLING CLUB.

The semi-finals in the three bowling competitions have now been reached.

In the tennis section gentlemen's singles for a cup presented by Captain Turner are attracting a good entry. In the ladies' singles the first round has been round. The prize is to be presented by Mr. Noish.

The report for presentation at the fourth ordinary general meeting of shareholders, to be held at Shanghai, on Tuesday, 22nd October reads:—

The Directors beg to submit, for the information of shareholders, the annexed duly audited statement of the Company's accounts to the 30th June, 1907.

1907.—The Balance at credit of this account is Taels 161,950.36, and after deducting an interim dividend of 7½ per cent. aggregating Taels 25,945.95, paid on the 1st May last, there remains a sum of Taels 136,013.41, which the Directors recommend should be appropriated in the following manner:—

A Final Dividend of 7½ per cent. on the paid-up capital.

A bonus of 15 per cent. upon contributory premiums.

And the Balance to be transferred to Underwriting reserve account, closing the account for 1906.

An outstanding risk has been running off satisfactorily, it is proposed to transfer £15,000 from Underwriting Reserve Account to the permanent Sterling Reserve thereby bringing this Fund up to £125,000.

1907.—The Balance at credit of working account to 30th June amounts to Taels 201,424.46.

Directors.—In accordance with the provisions of the Articles of Association the Directors all retire, but being eligible, offer themselves for re-election.

Audit.—The accounts have been audited by Mr. Hayter, Mr. Wingrove being absent on leave.

Messrs. Wingrove and Hayter again tender their services to the shareholders.

By Order of the Court of Directors,

W.M. GIBSON, B.A.

BALANCE SHEET 30th June, 1907.

To capital account Taels £10,600 shares at 25

£50,000 at 21.10

10,600 shillings £33,078

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE PRESS only, and special business matter to THE MANAGER.  
Advertisements and Subscriptions which are not entered for a fixed period will be continued until demanded.  
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: PRESS, Codes: A.B.C., 6th Ed.  
Liebig's  
P.O. Box, 83. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

A new Contractor's Shop having been opened under the style of "HOP HING CHONG & CO." in the same street as ourselves we respectfully beg to ask our Customers to kindly address any order or other communication intended for us to No. 15, Graham Street.

HOP HING CHEUNG,  
Builder & Contractor.  
Hongkong, 21st October, 1907. 1689

## TO LET.

N. 5, MOREISON HILL.  
ONE FOUR ROOMED HOUSE at Praya East, near East Point.  
Apply to—  
Hongkong, 1st October, 1907. 1691

## COLONIAL SECRETARY'S DEPT.

INFORMATION has been received from the Military Authorities that FIELD FIRING will be carried out as under:  
On the slope of Beacon Hill in a North-Westerly direction, between 8 a.m. and 1 p.m. on the 19th and 25th instant.

From Custom's Pass in a Westerly direction towards Kau-ling Peak on the 21st, 22nd, 23rd, 24th and 25th instant.

F. H. MAY,  
Colonial Secretary.  
Hongkong, 19th October, 1907. 1687

## WAR DEPARTMENT CONTRACTS

TENDERS will be received at the Head Quarter Offices until 12 o'clock NOON, on TUESDAY, the 12th of November, 1907, for the supply of GENERAL SUPPLIES, "A" (except Milk) including Indian food-stuffs.

For the period from 15th November, 1907 to 31st March, 1908.

Forms of Tender and any Particulars can be obtained on application to this Office, personally or by letter, addressed to the Officer Commanding Army Service Corps, between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up, signed and dated and no tender will be noticed unless delivered upon the proper form at the Head Quarter Office by 12 o'clock NOON on the above date, in a closed envelope marked "Tender" on the outside.

The right to reject any or all Tenders is reserved.  
Head Quarter Office.  
Hongkong, 19th October, 1907. 1688

## SITUATION WANTED.

BY a Young Gentleman with good experience and references. Situation as SALESMAN, or GENERAL ASSISTANT in a Mercantile Firm. No objection to Coast port, if with inducement.

Apply to—  
B.C.,  
Care of "Daily Press" Office,  
Hongkong, 19th October, 1907. 1684

SWATOW DRAWN WORK COMPANY.  
38, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL Dealers in all Sorts of DRAWN WORK, EMBROIDERY, BEST PEWTER WARE and CANTON GRASS CLOTH, &c.

Hongkong, 18th October, 1907. 1685

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY MEETING of Shareholders will be held at the Offices of the undersigned at 12.30 P.M. on FRIDAY, the 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th instant both days inclusive.

JARDINE MATHESON & CO., LTD., General Agents.

Canton Insurance Office, Limited.  
Hongkong, 5th October, 1907. 1623

S. S. "SAN CHEUNG."

SPECIAL TRIPS TO MACAO AND BACK

On 21st, 22nd and 23rd October, during the CHINESE GRAND PROCESSIONS.

On 21st and 22nd:  
Leaving our Wharf, Hongkong 8 A.M. 6.30 P.M.  
Leaving our Wharf, Macao 1.30 P.M. 1.30 A.M.

On the 23rd inst.:  
Leaving our Wharf, Hongkong 8 A.M.  
Leaving our Wharf, Macao for Canton (and not for Hongkong) 9 P.M.

CHEUNG ON STEAMBOAT CO., LTD.  
222, Des Voeux Road Central.  
Hongkong, 18th October, 1907. 1678

## ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR  
1842-1902

From 1st JANUARY, 1864 to 31st DECEMBER 1913, BRING FROM THE 1ST YEAR OF THE 76TH CYCLE to the 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF TONG CHI to the 39TH YEAR OF KWONG SUA.

PRICE \$2 CASH.  
On Sale at the HONGKONG "DAILY PRESS" OFFICES, or Agents in all the Ports of the Far East.  
The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents or receipt of Money Order.

Hongkong, 3rd October, 1907. 1841

## INTIMATIONS

**THEATRE ROYAL, HONGKONG.**  
FOR A SHORT SEASON ONLY.  
**THE BANDMANN OPERA CO.**

55 LONDON ARTISTS 55

Will present the following latest London Successes:

TO-NIGHT (MONDAY), October 21st:  
The Beautiful Comic Opera,  
"AMASIS,"

From the New Theatre and Criterion Theatre London.

TO-MORROW (TUESDAY), October 22nd:  
Sydney Jones' Masterpiece,  
"THE GEISHA."

WEDNESDAY, October 23rd:  
Seymour Hicks' successful Musical Comedy,  
"THE BEAUTY OF BATH."

THURSDAY October 24th:  
The Screamingly Funny Musical Comedy,  
"THE GAY PARISIENNE."

FRIDAY, October 25th:  
The Highly Successful Musical Comedy,  
"THE DAILEY MAIDS."

SATURDAY, October 26th:  
George Edwards Super Production,  
"THE GIRL ON THE STAGE  
ON THE LITTLE CHERUB."

MONDAY, October 28th:  
The Great Apollo Theatre Success,  
"ME. POPPLE OF IPPLETON."

TUESDAY, October 29th:  
The Royal of London and New York,  
"THE BELLE OF MAYFAIR."

WEDNESDAY October 30th:  
The Sparkling Military Comedy,  
"LADY MADCAP."

THURSDAY, October 31st:  
The Sparkling Chinese Comic Opera,  
"SEE SEE!"

Musical by Sydney Jones  
Composer of the "Geisha."  
LAST NIGHT.

FRIDAY, November 1st:  
"THE SPRING CHICKEN."  
Box Play Now Open at  
MESSRS. S. MOUTFRE & CO., LTD.  
Hongkong, 3rd October, 1907. 1688

WASSIAMULL ASSOMULL,  
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Commencing from October 13th positively for one month only.

A large and varied collection of Gold, Silver, Ivory, and Sandalwood Wares, Pongee and Canton Silks, Crepe and Crepe Shawls, Grass Cloth, Grass Cloth Embroideries, Silk Embroideries, &c.

Canton, 14th October, 1907. 1659

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Hongkong, 16th October, 1907. 1641

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B.Y. Popular English Manufacturers. In  
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SMOKESIDE POWDER and CHILLED SHOT.

From No. 10 to S.S.G. at \$6, \$7, and  
\$7.50 per 100 lbs.—SPORTING EQUIPMENT

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Inspection Invited.

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Hongkong, 28th October, 1906. 1669

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FOR SALE.

INLAND LOT NO. 1706.

SITUATE at North Point, Shaikwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by measurement 103,950 square feet. Crown Rent, \$288.00 per annum.

For further particulars, apply to

GOLDING & BARLOW, Solicitors,  
10, Queen's Road Central.

Hongkong, 12th September 1907. 1494

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FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT  
No. 25 at NORTH POINT, Suitable  
for above Purposes. EXTENSIVE WATER  
FRONT. DEEP WATER.

Also FOR SALE.

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on PRAYA EAST. Approximate AREA

43,000 SQUARE FT. 393 YEARS' LEASE.

For Particulars, apply—

GEO. FENWICK & CO., LTD.  
Hongkong, 8th June, 1906. 1106

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ASIAN STAMPS. MIXED STAMPS.

100 for \$0.30 500 for \$3.00

150 " 175 1000 " 10.00

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Also Stamps in bags, sets, &c., &c.

ARTISTIC PICTORIAL POSTCARDS  
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GRACIA & CO.,  
Hongkong Hotel Corridor.

1145

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BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 26th July 1907.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 33 Years.

From 1874 to 1906.

Price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

## AUCTION.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW (TUESDAY),  
the 22nd October, 1907, at 11 A.M., at their  
SALES ROOMS, No. 8, DES VOEUX ROAD,  
100 DOCKS SLAZENGER, 1907 CHAMPIONSHIP TENNIS BALLS,  
44 DOHERTY and  
15 RAMSAY RACQUETS.

TEEMS:—As Usual.

HUGHES & HOUGH,  
Antiqueors.

Hongkong, 15th October, 1907. 1080

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Hongkong, 16th October, 1907. 1663

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Hongkong, 16th October, 1907. 1663

## TO LET

## TO LET.

Two GODOWNS, No. 7



## SHIPPING.

## ARRIVALS.

BELGAVIA, German str., 4,902, Hildbrandt, 19th October—Hamburg 8th September, General—Hamburg-Amerika Linie.  
BENLONOM, British str., 1,752, John Henderson, 19th Oct.—London and Singapore 13th Oct., General—Gibb, Livingston & Co.  
BOUSSON, French str., 997, Le Bail, 19th Oct.—Saigon 17th Oct., General—Chinese.  
CHINKIANG, British str., 1,229, F. Robertson, 20th October—Nanchang and Chefoo 15th Oct., General—Butterfield & Swire.  
CHIPSHING, British str., 1,193, F. Mooney, 19th October—Tientsin 12th Oct. and Chefoo 14th, General—Jardine, Matheson & Co.  
EMPEROR OF JAPAN, British str., 5,940, H. Pybus, R.N.R., 20th October—Vancouver 6th Oct., Mails and General—C. P. R. Co.  
FRITHJOF, Norwegian str., 891, O. Andersen, 20th October—Foochow 18th Oct., General—Osaka Shosen Kaisha.  
HAICHING, British str., 1,267, A. E. Hodgins, 20th October—Coast Ports 19th October, General—Douglas, Lapraik & Co.  
HUX, French str., 705, J. Pannier, 20th Oct.—Heilong, Peiping, Hoihow and K. C. Wan 19th Oct., General—R. Marti.  
HUICHOW, British str., 1,217, E. Forsyth, 20th October—Tientsin 11th October, General—Butterfield & Swire.  
HUTCH, British str., 1,204, Mathias, 19th Oct.—Haiphong and Hoihow 18th Oct., General—Butterfield & Swire.  
KWANGLEE, Chinese str., 1,466, R. Lincoln, 19th Oct.—Shanghai 16th Oct., General—Chinese.  
KWEIYANG, British str., 19th October—Canton.  
MORTLAKE, British str., 1,737, F. W. Balton, 19th October—Fremantle W.A. 2nd Oct., Sandal Wood—Simpson.  
NUMANTIA, German str., 4,384, H. Feldtmann, 18th Oct.—Portland 10th Sept., General—P. A. S. S. Co.  
ORION, British str., 2,206, G. Madrell, 26th October—Kuchinotu 14th October, Cral—Bradley & Co.  
TJKIN, Dutch str., 2,876, W. Kops, 18th October—Amoy 16th October, General—Java-China-Japan Line.  
TOSA MARU, Japanese str., 5,823, J. Nagao, 20th October—Seattle and Shanghai 17th October, General—Nippon Yūsen Kaisha.

## DEPARTURES.

13th October.  
CHILD, Norwegian str., for Swatow.  
DENBIGHSHIRE, British str., for Shanghai.  
HITACHI MARU, Japanese str., for Yokohama.  
HONGKONG MARU, Jap. str., for S. Francisco.  
KIELD, Norwegian str., for Teignian.  
KUTSAFO, British str., for Singapore.  
KWANGTAH, Chinese str., for Shanghai.  
LUCHOW, British str., for Shanghai.  
MACDUFF, British str., for Moji.  
MINNESOTA, American str., for Shanghai, &c.  
NIJINI NOKOKOD, Russian str., for Singapore.  
OCEANA, British str., for Europe, &c.  
PEERANAN, German str., for Bangkok.  
P. WALDFMAR, German str., for Yokohama.  
SHINN MAU, Japanese str., for Saigon.  
ULV, Norwegian str., for Saigon.  
ZAFIRO, British str., for Manila.  
20th October.  
AMIGO, German str., for Hoshio.  
BELGAVIA, German str., for Haiphong.  
CHILLI, British str., for Hoibow.  
CHIPSHING, British str., for Canton.  
DAKOTAH, British str., for Palembang.  
FOOCHEW, British str., for Shanghai.  
JOHNS MARU, Japanese str., for Swatow.  
KUOKHANG, British str., for Ningpo.  
KWANGLEE, Chinese str., for Canton.  
KWEIYANG, British str., for Chefoo.  
SITHONIA, German str., for Shanghai.  
TURQUIGAN MARU, Jap. str., for Kuchinotu.

## SHIPPING REPORTS.

The British str. *Oriel* reports: Fine weather, light winds, smooth sea, throughout.  
The Norwegian str. *Fridtjof* reports: Fine weather, calm and light Southerly wind.

## VESSELS IN DOCK.

October 19th.  
ABERDEEN DOCKS.—  
KOWLOON DOCKS—Devs. Montagu, H.M.S.  
Hart, Soham, Rajahut, Pronto, Orland.  
COSMOPOLITAN DOCKS—Lyndhurst.

## VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## THE Company's Steamship.

"HAICHING," Capt. A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 22nd October, at 9 A.M.  
For Freight or Passage apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 18th October, 1907. 1632

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"EMPIRE," Captain Helms, will be despatched as above on SATURDAY, the 26th Oct., at NOON.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.  
For Passage, apply to GIRH, LIVINGSTON & Co., Agents.

Hongkong, 1st October, 1907. 1595

THE AMERICAN AND ORIENTAL LINE.  
FOR NEW YORK.  
(With Liberty to Call at the Malabar Coast.)

THE Steamer  
"HEADLEY," will be despatched for the above Ports on or about SATURDAY, the 26th October.  
For Freight apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 7th October, 1907. 1512

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA USUAL PORTS OF CALL...	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 2nd Nov., at Noon.
LONDON & ANTWERP...	MARINA	Brit. str.	—	F. E. Andrews, R.N.E.	P. & O. S. N. Co.	About 23rd inst.
MARSEILLES &c., VIA PORTS OF CALL...	YABA	Fren.str.	—	Sellier	MESSENGERS MARITIMES	On 29th inst., at 1 P.M.
MARSEILLES, BAVER & COPENHAGEN	INDIA	Dan. str.	k. w.	Jager	HAMBURG-AMERIKA LINIE	On 28th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	HOHENSTAUFEN	Ger. str.	k. w.	Balle	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	k. w.	Rud. Meyer	HAMBURG-AMERIKA LINIE	On 11th December.
NAPLES, GENOA, ALGIERS, GIBRALTAR &c.	KLEIST	Ger. str.	k. w.	Schmitz	HAMBURG-AMERIKA LINIE	On 23rd inst., at Noon.
DUNKERK, FREMEN & HAMBURG &c.	SUVIA	Aus. str.	k. w.	P. Craglietto	SANDER, WIEDER & CO.	On 24th inst., at 4 P.M.
TRISTE, &c., VIA SINGAPORE, &c.	PERIA	Aus. str.	—	—	SHAWAN TOMES & CO.	On 6th Nov., at Noon.
NEW YORK	HEADLEY	Aus. str.	—	—	CANADIAN PACIFIC R. CO.	On 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	OCEAN MONARCH	Aus. str.	2 m.	D. Baird	DODWELL & CO., LTD.	End of November.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Aus. str.	1 m.	—	TOYO KISEN KAISHA	On 26th inst., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAIGNE	Aus. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th Nov., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	KUMERIC	Aus. str.	1 m.	F. Mooney	GIBB, LIVINGSTON & CO.	On 26th inst.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	KATHERINE PARK	Aus. str.	1 m.	E. Forster	MELCHERS & CO.	On 27th inst.
AUSTRALIAN PORTS VIA MANILA	TATUAN	Aus. str.	1 m.	J. G. Olifent	DODWELL & CO., LTD.	On 28th inst.
AUSTRALIAN PORTS VIA PORT DARWIN &c.	EMPIRE	Aus. str.	1 m.	W. P. Baker	JARDINE, MATTHESON & CO., LTD.	On 28th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Aus. str.	1 m.	E. G. Andrews	P. & O. S. N. CO.	About 27th inst.
VIA SUEZ AND PORTS OF CALL...	GULF OF VENICE	Aus. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 25th Nov., at 1 P.M.
VIA SUEZ AND PORTS OF CALL...	TISNAN	Aus. str.	1 m.	T. Stahr	HAMBURG-AMERIKA LINIE	On 28th inst.
VIA SUEZ AND PORTS OF CALL...	KOWLOON	Aus. str.	1 m.	Jurissoar	JA-CHINA-JAPAN LINIE	Quick despatch.
VIA SUEZ AND PORTS OF CALL...	TIILWONG	Aus. str.	1 m.	F. Mooney	JARDINE, MATTHESON & CO. LTD.	To-morrow, at 4 P.M.
VIA SUEZ AND PORTS OF CALL...	CHIASHING	Aus. str.	1 m.	E. Forster	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
VIA SUEZ AND PORTS OF CALL...	HUCHROW	Aus. str.	1 m.	J. G. Olifent	DODWELL & CO., LTD.	On 26th inst., at Noon.
VIA SUEZ AND PORTS OF CALL...	JAPAN	Aus. str.	1 m.	W. P. Baker	JARDINE, MATTHESON & CO., LTD.	On 26th inst., at 4 P.M.
VIA SUEZ AND PORTS OF CALL...	KWONGSANG	Aus. str.	1 m.	E. G. Andrews	MELCHERS & CO.	About 27th inst.
VIA SUEZ AND PORTS OF CALL...	PALEMO	Aus. str.	1 m.	C. Binsz	MELCHERS & CO.	About 27th inst.
VIA SUEZ AND PORTS OF CALL...	PRINZ LUDWIG	Aus. str.	1 m.	T. H. Hide, R.N.E.	HAMBURG-AMERIKA LINIE	On 2nd November.
VIA SUEZ AND PORTS OF CALL...	CANTON	Aus. str.	1 m.	—	P. & O. S. N. CO.	On 2nd November.
VIA SUEZ AND PORTS OF CALL...	DEVANHA	Aus. str.	1 m.	—	—	—
VIA SUEZ AND PORTS OF CALL...	SILESIA	Aus. str.	1 m.	—	—	—
VIA SUEZ AND PORTS OF CALL...	STEIA	Aus. str.	1 m.	D. C. Gregor, R.N.R.	HAMBURG-AMERIKA LINIE	About 10th November.
VIA SUEZ AND PORTS OF CALL...	DORTMUND	Aus. str.	1 m.	—	MELCHERS & CO.	On 20th November.
VIA SUEZ AND PORTS OF CALL...	SIAM	Aus. str.	1 m.	O. Anderson	OSAKA SHOSEN KAISHA	Middle of November.
VIA SUEZ AND PORTS OF CALL...	DAIJIN MARU	Aus. str.	1 m.	I. Sakurai	OSAKA SHOSEN KAISHA	On 23rd inst., at 9 A.M.
VIA SUEZ AND PORTS OF CALL...	ZAFIRO	Aus. str.	1 m.	A. E. Hodges	Douglas Lapraik & Co.	On 27th inst., at 9 A.M.
VIA SUEZ AND PORTS OF CALL...	KUOKHANG	Aus. str.	1 m.	Robertson	BUTTERFIELD & SWIRE	To-morrow, at 9 A.M.
VIA SUEZ AND PORTS OF CALL...	SINGAPORE, PENANG & CALCUTTA	Aus. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
VIA SUEZ AND PORTS OF CALL...	KUDAT & SANDAKAN	Aus. str.	1 m.	F. Northcobs	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
VIA SUEZ AND PORTS OF CALL...	ONANG	Aus. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 1st Nov., at 2 P.M.
VIA SUEZ AND PORTS OF CALL...	TIHINI	Aus. str.	1 m.	S. J. Payne	JARDINE, MATTHESON & CO., LTD.	To-morrow, at 4 P.M.
VIA SUEZ AND PORTS OF CALL...	MANILA	Aus. str.	1 m.	R. Almond	SHEWAN, TOMES & CO.	On 25th inst., at 4 P.M.
VIA SUEZ AND PORTS OF CALL...	MANILA	Aus. str.	1 m.	T. Meyrick	SHEWAN, TOMES & CO.	On 26th inst.
VIA SUEZ AND PORTS OF CALL...	CEBU & ILIOLO	Aus. str.	1 m.	A. Fraser	BUTTERFIELD & SWIRE	On 1st Nov., at 4 P.M.
VIA SUEZ AND PORTS OF CALL...	KUDAT & SANDAKAN	Aus. str.	1 m.	G. H. Pennefather	MELCHERS & CO.	Beginning of November.
VIA SUEZ AND PORTS OF CALL...	SINGAPORE, PENANG & CALCUTTA	Aus. str.	1 m.	F. Sembill	JARDINE, MATTHESON & CO., LTD.	On 24th inst., at Noon.
VIA SUEZ AND PORTS OF CALL...	HOBEBO	Aus. str.	1 m.	E. J. Buller	JARDINE, MATTHESON & CO., LTD.	On 26th inst., at 3 P.M.
VIA SUEZ AND PORTS OF CALL...	KUMBANG	Aus. str.	1 m.	Ross Cole	JA-CHINA-JAPAN LINIE	Quick despatch.
VIA SUEZ AND PORTS OF CALL...	ONSANG	Aus. str.	1 m.	H. Koops	—	—

## VESSELS ON THE DEPTH

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

## "JAPAN."

Captain J. G. Olifent, will be despatched for the above Ports on SATURDAY, the 26th inst., at Noon.

This Steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a duly certified doctor.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD., Agents.

Hongkong, 19th October, 1907. 1636

## FOR VLADIVOSTOCK.

## THE Steamship

"GULF OF VENICE"

will be despatched for VLADIVOSTOCK (via SHANGHAI) on SATURDAY, the 26th October.

For Freight and further particulars, apply to DODWELL & CO., LTD., Agents.

Hongkong, 18th October, 1907. 1648





## POST OFFICE NOTICE

The British Post Office at Tientsin will not be closed, but will remain open.

## CHRISTMAS AND NEW YEAR PARCEL MAILS, FORWARD.

Parcels for the United Kingdom—VIA GIBRALTAR—posted up to 5 p.m. on Friday, the 1st November, are due in London about the 7th of December, and thence posted up to 5 p.m. on the 15th November, are due in London on the 21st December.

With an additional fee of 60 cents, parcels may be forwarded VIA BRINDISI and if posted before 5 p.m. on the 15th November, would accompany the letter mail, due in London on the 16th December.

Parcels intended for New Year's delivery should also be forwarded by the mail of the 5th November, as the next parcel mail of the 25th November is not due in London till the 4th January, 1908, unless they are posted to be forwarded overland via BRINDISI, in which case an additional fee of 60 cents must be paid, such parcels are due in London about the 3rd December.

The rates of postage on ordinary parcels are as follows:

For a parcel not exceeding 3 lbs. in weight.	60 cents.
" " " 7 lbs.	\$1.20 "
" " " 11 lbs.	\$1.80 "

Under no circumstances will parcel weighing over 11 lbs. be forwarded.

All parcels containing jewellery or any article of gold or silver must be insured, all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

TO	FROM	DATE
Sui An	Monday, 21st; 7.00 A.M.	
Kinsing	Monday, 21st, 8.15 A.M.	
Orwell	Monday, 21st, 9.00 A.M.	
Sui Tai	Monday, 21st, 12.15 P.M.	
Pontong	Monday, 21st, 5.00 P.M.	
Sui An	Tuesday, 22nd, 7.00 A.M.	
Haiching	Tuesday, 22nd, 8.15 A.M.	
Kinsing	Tuesday, 22nd, 9.00 A.M.	
Zuewu	Tuesday, 22nd, 11.00 A.M.	
Dagmar	Tuesday, 22nd, 12.15 P.M.	
Sui Tai	Tuesday, 22nd, 1.30 P.M.	
Hungchow	Tuesday, 22nd, 3.00 P.M.	
Chipeking	Tuesday, 22nd, 3.00 P.M.	
Taming	Tuesday, 22nd, 3.00 P.M.	

DIAMOND BRAND  
AMOROSO SHERRY

STRENGTHENING,  
STIMULATING,  
APPETISING.

Our AMOROSO SHERRY can be taken equally before, during or after meals and can be enjoyed whilst smoking.

## CERTIFICATE OF ANALYSIS.

I hereby certify that I have very carefully analyzed sample of Sherry—“AMOROSO”—received from Messrs. H. BUTTON JEE & SON of Hongkong, and from the results of my investigations I have formed a very favourable opinion as to its qualities as a genuine and healthful wine.

It is a pure and wholesome product, made from the best grown grapes, and is entirely free from all foreign ingredients, and possesses tonic and sustaining properties to a high degree.

I consider that it will prove invaluable for bracing the nerves, and invigorating the system.

GRANVILLE H. SHARPE, F.C.S., Analyst.

11 & 12, Gt. Tower Street, London, E.C.

\$18.00 PER CASE, 1 DOZEN BOTTLES.

## H. RUTTONJEE &amp; SON.

WINE AND SPIRIT MERCHANTS,  
No. 5, D'AGUILAR STREET, HONGKONG.

## FOR PROTECTION

of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks of Piles, Wharf and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sea Water; as well as for Protection of all exposed Woodwork

USE ONLY

KENNON'S TEREDO-PROOF

AND

WOOD-ARMOR PAINT

A peerless Wood-Protective and insulable Paint, gives in Sea-Water ABSOLUTE PROTECTION against the “Teredo” and all other Marine-Sea-Worms, will make Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

For prices and further information apply to

GEBRÜDER ROESE, (Roese-Brothers) Swatow.

General Agents for the Far East.

1547

TO-DAY.

FELMILL Cinema, City Hall, 8 p.m.

TO-MORROW.

Esie, Teles. Ball & Requeles, Sales Room, Misses. Eggle & Hough, 11 a.m.

PASSENGERS ARRIVED.

For 7 days, from Amy, Mrs. Weaver.

For Chipping, from Tientsin Co., Mrs. H. W. Wells.

For Hawke, from Tientsin; Mrs. Phillips and child, Dr. Jones, R.N.

For Hastings, from Ceylon; Miss Chapman, Rev. J. McGraw, Mrs. Poest.

For Murray and Revere.

For Mori, from Seattle via Paris; Mrs. E. Yerida, Misses. H. J. May, B. A. das Celdas, T. Sire, J. Harris, M. Irene, H. Wada and S. Yamazaki.

For Empress of Japan, from Hongkong, from Vanevner, H. E. The Governor of U. Barcoo and Miss. Gravitz, Mr. and Mrs. H. H. Horsey.

Mr. and Mrs. H. E. Pollock, Mr. and Master Jack, Miss. W. Turner, Mr. Stokes and maid.

Miss. Samson, J. and L. Jack, Dr. A. M. Sainly, Dr. J. Yenell, Lt. Col. Whyte, R.A., Messrs. F. A. Viel, J. W. Petrie, R. E. Wing, H. E. Gompert, Morton Smith, R. E. Humphreys and W. Broadway, from Yokohama; Mr. and Mrs. M. W. Shad, children and nurse.

Messrs. H. A. J. Kirke and A. Nalivco; from Robe, Mr. Mrs. and Miss Woolhouse, Mr. and Mrs. Hedi, Major and Mrs. Duer, Mrs. Craddock, child and nurse; from Shanghai, Mrs. K. H. Jones, Messrs. J. Zaffordley and Parker Ness and family.

DEPARTED.

For Minnesota, from Hongkong, for Seattle, & Co., Mr. and Mrs. Fisher, Mrs. J. N. Weaver.

Mrs. L. D. Weeks, Miss Eckruberger, Miss Watson, Rev. R. C. Thomas, Father John Gerasie, Hon. E. Osborne and servant, Lieut. N. M. Green, U.S. Army, Monsieur Raymond, Messrs. C. H. Lecler, Irvin V. Todd, M. M. Smith, P. M. Corwin, N. S. Brown, F. Adams, B. W. Tyre, Freseis, A. Fisher, Agapito de Longa and H. E. Wait and servant.

For Hitachi, Maru, for Japan, Admiral Baron and Baroness Yamamoto, Mr. and Mrs. N. Okoshi, Major and Mrs. Lowther and child, Capt. and Mrs. Bishop, Miss and Master Okoshi, Miss Schleifer, Mrs. N. Yoshida, Mrs. D. Uchida, Miss E. James, Miss C. Yoshihara, Miss J. Rose, Messrs. R. Newhausen, E. L. James, B. Fukuzawa, M. Iwanura, P. Benet, A. Burton and W. Blomfield.

For Hongkong Maru, from Hongkong, for San Francisco, Co., Mr. and Mrs. Geo. Hor-

## JOINT STOCK SHARE.

Hongkong, October 19th

COMPANY. PAY. UP. QUOTATIONS.

Alhambra \$200 Nominal.

Banks—

Hongkong & Shanty \$25 \$665.

\$25 \$660.

Im. 475.10, new i.

National B. of China \$6 \$61.

Bells Asbestos E. A. \$6 \$61.

China-Borneo Co. \$12 \$101.

China Light & P. Co. \$10 \$6, buyers

China Provident \$10 \$6, buyers

Cotton Mills—

Ewo. \$6 \$16.75, x.d. sol.

Hongkong \$10 \$101, sellers

International \$7.50 \$15.

Laon Kung Mow \$10 \$90.

Soychee \$10 \$20.

Dairy Farm \$6 \$16.75, x.d. sol.

Docks and Wharves—

H. & E. Wharf & G. \$67, sellers

H. & W. Dock \$60 \$13, sales

New Amoy Dock \$64 \$11, sellers

Shanghai Dock \$10 \$17.33.

Sh. & H. Wharf \$100 \$15.20.

Fewick & Co. Geo. \$25 \$16, sellers

Green Island Cement \$10 \$11, buyers

Hongkong & C. Gas. \$10 \$16, buyers

Hongkong Electric \$10 \$14, b. vers.

Hongkong Hotel Co. \$50 \$100, buyers

Hongkong Ice Co. \$25 \$24.

Hongkong Hops Co. \$10 \$24, buyers

Insurance—

Caston \$150 \$270, sellers

China Fire \$20 \$20.

China Traders \$25 \$20, buyers

Hongkong Fire \$60 \$80.

North China \$6 \$7.50, buyers

Union \$100 \$75, buyers

Yangtze \$100 \$17.50, sellers

Land and Building—

Hongkong Land Inv. \$100 \$100, buyers

Humphries' Estate \$10 \$10, buyers

Kowloon Land & B. \$100 \$100, sellers

Shanghai Land—

Ts. 60 \$101.

Westpoint Building \$60 \$48.

Mining—

Charbonnages \$100 \$270, buyers

Raids \$10 \$10, sellers

Peak Tramways \$10 \$12, buyers

Philippine Co. \$10 \$12, (new) buy.

Refineries—

China Sugar \$100 \$106, buyers

Luxon Sugar \$100 \$21, sellers

Steamship Companies—

China and Manilla \$15, buyers

Douglas Steamship \$70 \$11, buyers

H. & Canton & M. \$10 \$11, buyers

Indo-China S.N. Co. \$15 \$12, (new) sel.

Shell Transport Co. \$25 \$24, (new) sel.

Star Ferry—Do. New. \$25 \$24, buyers

South China M. Port. \$25 \$22, sellers

Steam Laundry Co. \$25 \$16, sellers

Stores & Dispensaries \$25 \$16, sellers

Campbell, M. & Co. \$10 \$20, sellers

Fowell & Co. Wm. \$10 \$21.

Watkins \$10 \$21.

Watson & Co. A. S. \$10 \$11.

United Asbestos \$10 \$10, buyers

Do. Formidare. \$10 \$10, buyers

Union Waterboat Co. \$10 \$12, sellers

VEKNON & SMYTH.

COMMERCIAL.

CLOSING QUOTATIONS.

October 19th.